

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,292 號式十次百式千叁萬壹第 日壹拾月捌年六十二緒光 HONGKONG, MONDAY, OCTOBER 15TH, 1900. 壹拜禮 號伍十月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

**THE MALARIAL MOSQUITO**  
IS EFFECTUALLY  
EXTERMINATED BY  
THE JUDICIOUS USE OF  
**WATSON'S HYGIENOL.**  
**A. S. WATSON & CO.**  
LIMITED.  
ESTABLISHED 1841. [1632]

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

**NAPIER JOHNSTONE'S**

**SQUARE BOTTLE WHISKY**  
The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for it—  
**LANE, CRAWFORD & CO.**  
Hongkong.

**JOHN WALKER & SONS'**  
**KILMARNOCK WHISKY.**

This World-renowned,  
Fine Old Highland Whisky are shipped  
by CUTLER, PALMER & CO. and  
are obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central.  
Hongkong, 28th July, 1897. [43]

**CUTLER, PALMER & CO.'S**

PRICE \$10.75 PER DOZEN  
NET

**"SPECIAL BLEND" WHISKY**  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO. Hongkong.** [42]

**HONGKONG HIGH-LEVEL TEAM-  
WAYS COMPANY, LIMITED.**

**TIME TABLE.**  
WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes.  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.20 a.m. to 12.30 p.m. Every quarter of an hour  
1.20 p.m. to 2.30 p.m. Every quarter of an hour  
3.30 p.m. to 4.30 p.m. Every quarter of an hour  
5.30 p.m. to 6.30 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SATURDAY.  
Extra Night cars at 11.30 and 12.45 p.m.

9.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 3 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 32 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st May 1899. [42560]

**VICTORIA  
CYCLE  
EMPORIUM.**

THE pleasure of cycling consists in having  
a first class Machine, and the above Estab-  
lishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOL" CYCLES,  
and we also supply fitting of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.  
**MCKIRBY & CO.**  
49 & 43A, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899. [25096]

**RUINART PERE & FILS, REIMS**

Established 1710.  
**CHAMPAGNE GROWERS AND  
SHIPPERS.**  
Ship only the Finest Quality  
Extra Dry (Green Seal).  
**LAUREN, WEGENER & CO.**  
Sole Agents.  
Hongkong, 17th May, 1896. [1632]

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
\$5.00 per Cask of 37½ lbs. net ex Factory.  
\$3.00 per Bag of 250 lbs.  
**SHEWAN, TOMES & CO.**  
General Managers.  
Hongkong, 2nd July, 1900. [16964 324]

**PHOTOGRAPHIC**  
PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
**A. OHEE & Co.,**  
17A, QUEEN'S ROAD, HONGKONG. [290a]

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—  
**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**

**\$22.50 PER DOZ.**  
Distinguished by 4 Stars on the label.  
**\$20 PER DOZ.**  
This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassal.

**DOURO PORT,**  
**\$14.25 PER DOZ.**  
A fine, full, and fruity wine.

**AMOROSO SHERRY,**  
**\$20 PER DOZ.**  
**LA TORRE SHERRY,**  
**\$16.75 PER DOZ.**  
A natural and most pleasant wine to the taste.

**THE ELITE OF WHISKY:—**  
**THE "PALL MALL,"**  
**\$20 PER DOZ.**  
11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**  
**BLEND WHISKY,**  
**\$10.75 PER DOZ.**  
Very soft, palatable, and mature.  
**\$39.75 PER DOZ.**  
EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE  
**AGENTS—SIEMSEN & CO., HONGKONG.** [41a]

**MANILA CIGARS.**  
ALWAYS ON HAND THE BEST MARKS  
FROM  
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES  
**J. M. DE ZUNIGA,**  
No. 8, QUEEN'S ROAD CENTRAL  
Entrance: ICE HOUSE STREET (New Victoria Hotel)

**SCHLITZ WORLD FAMED  
BEER**  
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.  
**TONIC AND REFRESHING.**  
SOLE AGENTS—  
**WATKINS, LIMITED,**  
CHEMISTS, AERATED WATER MANUFACTURERS, AND  
COMMISSION AGENTS.  
HONGKONG. [112a]

**BISMARCK & CO.,**  
27 & 28A, PRAYA CENTRAL.

**NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION AND COAL  
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN  
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-  
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.** [1215a]

**JUST LANDED.**  
**Ex S.S. "OLDENBURG."**  
**KUPPER'S PILSENER BEER.**

THE MOST POPULAR OF LIGHT BEERS: THERE IS  
NEVER ANY SEDIMENT IN KUPPER BEER, IT IS ALWAYS  
BRIGHT AND SPARKLING.  
**CALDBECK, MACGREGOR & Co.,**  
SOLE AGENTS.  
15, Queen's Road,  
Hongkong, 15th October, 1900. [34a]

**COTTAM & CO.**  
NEW AUTUMN GOODS.  
AMERICAN BOOTS AND SHOES.  
WOOLLEN UNDERWEAR.  
HATS, SHIRTS and EVENING GEAR.

**LANE, CRAWFORD & CO.**  
(TAILORING DEPARTMENT).

**WINTER SEASON.**  
**LATEST LONDON FASHIONS.**  
**NEWEST & BEST MATERIALS.**

DRESS SUITS from ..... 845.  
TWEED LOUNGE SUITS from ..... 35.  
NOBOLK JACKET SUITS from ..... 35.  
SCOTCH TWEED ULSTERS, for Travelling, from ..... 50.  
**LANE, CRAWFORD & CO.**

**UNITED ASBESTOS ORIENTAL  
AGENCY (LIMITED.)**

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE  
**UNITED ASBESTOS COMPANY, LTD., LONDON,**  
CONTRACTORS TO H. M. GOVERNMENT.  
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,  
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the  
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum or  
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"  
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.  
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-  
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and  
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Quality.  
"CARTRIDGE METAL" Anti-friction Plastic Metal, recognized by engineering experts  
to be the best Metal in the Market.  
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
Chief Superintendent ..... THOMAS SKINNER.  
Superintendent ..... ARCHIBALD BIRCHIE.  
[37a] **DODWELL & CO., LIMITED, General Managers.**

**PARIS EXHIBITION, 1900.**

**THE GRAND PRIZE**  
(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

**JOHN DEWAR & SONS. LTD.**  
SOLE AGENTS—  
**H. PRICE & CO.,**  
12, QUEEN'S ROAD.

**KELLY & WALSH, LD.**

**BOOKS BY LAST MAIL.**  
**THE MASTER CHRISTIAN,** by  
**MARIE CORELLI** ..... \$1.50  
Confidential Talks with Husband and  
Wife. Information and Advice for the  
Married and Marriageable, by L.  
B. Sperry, A.M., M.D. .... 2.25  
Nautical Almanack, 1901 ..... 1.75  
The Construction of Large Induction  
Coils, a Workshop Handbook, by A.  
T. Hare, Illustrated ..... 4.00  
Why Kruger made War, or Behind the  
Boer Scenes, by J. A. Buttory.  
Marine Engineers' Board of Trade Ex-  
aminations. Elementary Questions  
and Answers, by J. Tod and W. C.  
McGill, Illustrated ..... 4.00  
Wide World Magazine, Vol. 5 ..... 6.00  
Surveying and Exploring in Siam, by J.  
McCarthy, F.R.G.S., Illustrated ..... 3.00  
Landscape Painting in Water Colour, by  
J. Macwhirter, R.A., 23 Coloured  
Plates ..... 1.50  
Critical Studies, by Ouida ..... 1.50  
The Married Miss Binkley, by John Strange  
Winter ..... 1.50  
Under Fate's Wheel, by L. L. Lynch ..... 1.50

**NEW AND RECENT BOOKS.**  
Stable Management and Exercise, a Book  
for Horse Owners, by Captain M. H.  
Hayes, Illustrated ..... \$7.50  
China the Long Lived Empire, by Mrs.  
E. R. Scidmore, Illustrated ..... 5.00  
European Settlements in the Far East,  
Map and Illustrated ..... 3.50  
Sports for Girls, Illustrated ..... 70  
China and the Present Crisis, with Notes  
on a Visit to Japan and Korea, by J.  
Walton, M.P. .... 1.50  
Village Life in China, by A. H. Smith ..... 4.00  
Chinese Characteristics, by A. H. Smith ..... 3.00  
The "Overland" to China, by A. R.  
Colquhoun ..... 9.50  
China in Transformation, by A. E. Col-  
quhoun ..... 9.50  
China in Decay, by Alexis Krauss ..... 3.50  
**THE NUTTALL ENCYCLOPEDIA  
OF UNIVERSAL INFORMATION.**  
16,000 ORIGINAL ARTICLES.  
\$2.25.  
**SANDOW'S OWN COMBINED  
DEVELOPER.**  
Sole Agents for China and Japan. [30a]

**LETTS'S DIARIES, 1901.**

**THE ROYAL PIANOS.**  
TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE  
TO INTRODUCE  
**RACHALS' PIANOS, "THE EVERLASTING," SIX MORE UNPACKING.**  
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE  
FAMOUS MAKERS.  
AMERICAN, ENGLISH AND GERMAN.  
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH  
BY THE MAKERS AND OURSELVES.

**THE ROBINSON PIANO CO. LD.**  
**THE VICTORIA DISPENSARY,**  
HONGKONG.

**AERATED WATERS.**  
**SIMPLE AERATED WATER.**  
**LEMONADE.**  
**SARSAPARILLA.**  
**TONIC WATER.**  
**SODA WATER.**  
**GINGER ALE.**  
**RASPBERRYADE.**  
**LEMON SQUASH.**  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33a]

**NOTICE OF FIRM.**  
**NOTICE.**  
**M. R. LENZMANN** has This Day been  
AUTHORIZED to SIGN our Firm by  
PROCUATION.  
**CARLOWITZ & CO.**  
Hongkong and Canton,  
3rd October, 1900. [2571]

**HOTELS**  
**NOTICE.**  
**TRAVELLERS** are invited to visit the  
**WINDSOR GARDEN AND RES-  
TAURANT** situated next to Happy  
Retreat, near the Race Course. It can be over-  
looked from the Bowen Road Bridge.  
Hongkong, 1st September, 1900. [2323]

**WANTED.**  
**A SMALL HOUSE or BUNGALOW**  
(UNFURNISHED) on lower level,  
OR  
**A FLAT, consisting of Two or Three**  
**ROOMS, with BATHROOM, &c.**  
Offers to—  
Care of Office of This Paper.  
Hongkong, 5th October, 1900. [2582]

**AUTOMATIC MAUSER  
PISTOLS.**  
CALIBRE 7.63 m.m.  
With CHAMBER for 10 CARTRIDGES.  
FIRING 10 SHOTS in 2 SECONDS.  
**SIEMSEN & CO.**  
Hongkong, 3rd October, 1900. [2564]

**KOWLOON HOTEL.**  
THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deli-  
cious Garden, it is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
**J. W. OSBORNE, J. H. DOWNS,**  
Proprietor, Manager.  
Hongkong, 8th September, 1900. [2378]

**THIS FIRST CLASS HOTEL** having  
been thoroughly renovated, and a new  
specially built 3 Storey wing added to it, now  
affords splendid Accommodation for 40 to 50  
Visitors.  
The Bed Rooms are airy and comfortably  
furnished and the Dining and Sitting Rooms  
are spacious and replete with every convenience  
for Tourists.  
Excellent Cuisine and best Wines.  
The Hotel's Best boards all Steamers on  
their arrival and departure.  
Telegraphic address: "VICTORIA, Canton."  
A. Y. C. and A. I. Codes used.  
**MADAR & FARMER, T. F. DA CRUZ,**  
Proprietors, Manager.  
Hongkong, 16th November, 1899. [44]

**VICTORIA HOTEL.**  
SHAMEEN-CANTON.

**HING KEE HOTEL.**  
(ESTABLISHED 1875)  
**MACAO.**  
THIS First class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
**L. HING KEE, Proprietor.**  
Telegraphic address "HINGKEE" [1919]

**THE CONNAUGHT HOTEL.**  
A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Man-  
agement.  
Terms Moderate.  
**A. FONSECA,**  
Manager.  
Hongkong, 1st December, 1899. [46]

**THE WAYERLEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.  
A  
FIRST-CLASS PRIVATE HOTEL.  
Handsomely Furnished and Exceedingly  
Spacious Rooms.  
Very MODERATE TERMS to FAMIL-  
IES, by the DAY, WEEK, or MONTH.  
SINGLE ROOMS from \$4 a day, inclusive  
of BOARD and ATTENDANCE. [45]

**THE WATERLOO HOTEL.**  
A FIRST CLASS HOTEL of 45 Bed-  
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The Hotel is situated near all the Banks and  
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Hongkong, 1st December, 1899. [46]

Arrivals, Departures and other Shipping  
Intelligences will be found on pages 5, 6 and 7

**INSURANCE.**

**STANDARD LIFE ASSURANCE CO.**  
is one of the largest and best known of the  
BRITISH LIFE OFFICES.  
Funds exceed Nine Millions Sterling.  
Annual Revenue over One Millions One  
Hundred and Fifty thousand.  
For full Particulars, rates, &c., apply to  
**DODWELL & CO., LIMITED,**  
Agents.  
Hongkong, 9th November, 1900. [1-1873]

**HOTELS.**

**HONGKONG HOTEL.**

A First Class Hotel in every respect.  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from  
Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by  
Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor  
CHARGES MODERATE. [44]

**THE**

**PEAK HOTEL.**

City Office: 7, Daddell Street. [1023]

**HOTEL CRAIGIEBURN.**

**PLUNKET'S GAP, The PEAK, near the**  
Tram Terminus.  
Tel. 56.  
For Terms, apply to the **MANAGER.**  
Hongkong, 2nd July, 1900. [1029]

**THE WAYERLEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.  
A  
FIRST-CLASS PRIVATE HOTEL.  
Handsomely Furnished and Exceedingly  
Spacious Rooms.  
Very MODERATE TERMS to FAMIL-  
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A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
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Cuisine excellent; under Experienced Man-  
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AMERICAN MARBLE.  
ITALIAN MARBLE.  
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Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1st Floor.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vineyards, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

**PORT & SHERRY**

from the famous house of

**GEO. G. SANDEMAN, SONS & CO.,**

OF LONDON, OPORTO & XERES,

the name of which firm is the

HALL-MARK and GUARANTEE of

EXCELLENCE.

SOLE AGENTS—

HONGKONG DISPENSARY.

BIRTH.

At No. 3, Seymour Road, Hongkong, on the 13th October, the wife of EDWARD JONES, of a son.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 15th, 1900.

In our leading article of the 5th inst. we made a brief reference to some of the statements made by Mr. Consul Scott in his Trade Report for Canton; extracts from which are quoted at length in another column. We now purpose dealing with these statements at greater length. Mr. Scott says that, in spite of many assertions to the contrary, the Inland Waters Navigation from Canton in the only direction it seems probable it could be expected to do so has proved a very considerable success; he, however, quite omits to inform us what the many assertions to the contrary were and on what they were based. We will endeavour to supply the omission. The public at home and in China understood the opening of the Inland Waters of China to mean what it said, namely, that anyone, Chinese or foreigner, who wanted to run a steamer from any one place to any other in China could do so. This view, which was the only one possible in face of the published agreement and of the repeated assertions made by responsible officials and statesmen, was accepted by the bulk of the Consular Service and also, to some extent, by the I.M. Customs. When, however, Sir ROBERT HART imposed an entirely different reading of the agreement, and excluded the great bulk of the waters of China and steamers using them from coming under the concession, it was felt, and rightly so, that a fraud had been perpetrated on the public at large; and it called forth emphatic protests from some of our Consular officials, notably Messrs. MANSFIELD, HORR, and FOX, who voiced public opinion in saying that the concession thus shown would be of no practical value whatever. It is the omission to state this elementary fact, that is so misleading a feature in Mr. Scott's report, but it is not the only manner in which a misconception

of the facts of the case is conveyed. The question of the carriage of goods by steam is placed in an equally false light. Mr. Scott's argument is that the great bulk of commodities are carried between inland places and Canton in ordinary native junks propelled by oars or sail; that these junks and steam-launches (or boats towed by them) would and do all come under the same *lekin* administration; therefore it follows that, if the goods are not carried in the launches or in boats towed by them, the reason must be looked for somewhere else than in the intricacies of the *lekin* system of taxation. Now the justness of this argument depends entirely on what interpretation Mr. Scott gives to "Inland Waters." As we have already explained he omits to mention the manner in which these have been curtailed. As a matter of fact he takes a small radius round Canton as the range over which his observations apply; and over that range we quite admit they apply with justice. But extend that radius ever so little and Mr. Scott's arguments at once fall to the ground. On the contrary, say the shipping companies of this Colony, there are very large quantities of cargo coming in and out of Canton in native boats towed by steam, to and from places hundreds of miles away, and one of the chief reasons, so they argue, why it is towed in native boats instead of being placed on board the steamer, is owing to the intricacies of taxation—*lekin* or otherwise. That there are enormous quantities of goods of all sorts being towed in boats in and out of Canton, the ordinary observer can see for himself. When Mr. Scott wishes to prove that little or no good is or can be expected to be carried by steam transport under the Inland Water concession he draws a narrow circle round Canton and excludes all goods which pass the circumference, going either way. When, on the other hand, he wishes to show that the concession is a success, and in proof of it holds up the large increase in the number of steamers registered under it, he at once enlarges his circle to an indefinite extent and includes in his total all launches, no matter how distant from Canton their line of operations may extend. In many cases these very launches which he includes tow the boats carrying the goods which he excludes! This is ingenious but hardly ingenious reasoning on Mr. Scott's part. Mr. Scott also forgets to point out that included in his totals of "inland" steamers is that class of Chinese vessel which is neither "inland" or "interport" and yet which, as the shipping companies have pointed out, secures the advantages of both. Neither does he inform the public that a good number of steamers included by him are, when under the Chinese flag, towed with dual sets of papers by the Customs, so that one day they are "inland water boats" and the next "interport boats." We may remark in passing that Canton is not the only port where statistics can be made to prove anything. For years past the China Merchants' Company have run a steamer from Chefoo up the Gulf of Pechili. With the opening of inland waters this steamer is classed under that heading and statistics of the cargo carried in her are now published. These statistics are held up to us as a proof of the successful working of the Inland Water concession. The Chefoo Consul might with equal justice say, as Mr. Scott does, "These are facts; there can be no question of juggling with statistics; the trade has been recorded, the revenue has been collected."

To the ordinary reader not familiar with details the question will of course present itself why the Customs, whose record for fair dealing is so well established, should countenance a condition of things so opposed to their traditions. The reason is to be found in Sir ROBERT HART's decision to keep separate the inland and interport trade and steamers. With the opening of inland waters to foreign steamers the Customs at Canton found themselves in the position of being forced to uphold the I. G.'s decision and at the same time to reconcile it to a state of things which had existed for years previous to the opening. In practice they found this impossible and so they not unnaturally decided that if differential treatment there must be it should fall on the foreign steamer; and that the onus for remedying this state of things primarily rests with the British authorities who initiated the concession. Of course everyone admits that the separation of "inland" and "interport" boats was a matter over which Mr. Scott had no control, and that in recognising it he was simply carrying out the instructions of the Minister, but it is quite apparent that there are matters to which he might have devoted his attention with more profitable results than in endeavouring to persuade the mercantile community of China that they do not understand their business—for that is practically what his report amounts to. The Supplementary Rules for Inland Waters, which the Minister informed Lord Salisbury were merely subordinate to and explanatory of the original Agreement, provide that a list of the *lekin* barriers and the rules in

force at them shall be published through the Customs; that an official should be appointed who would have an office in the vicinity of the Custom House and who would collect in a lump sum the duties a vessel loading for a certain destination is bound to pay at the various stations she will pass on the way. These rules were to be published before the end of the Chinese Year (1898). In April 1899 Mr. MANSFIELD reported to the Legation: "I have been informed by the Commissioner of Customs (at Canton) that these Rules and Regulations, with a list of the *lekin* stations, *lekin* tariff, list of articles subject to *lekin* and rates charged, and list of articles subject to *ching fai* (battery tax) and rate charged, have already been drafted and will shortly be published. A Provincial Officer has also been nominated who will have a floating office on the Homan side opposite to the Custom House." Mr. G. JAMIESON when called upon by Lord Salisbury for his opinion on the Hongkong Shipping Companies' petition remarked that the publication of these Rules, which they there asked for, should be insisted on at once, but he added that from Mr. MANSFIELD's remarks it was apparently under way.

We draw Mr. Scott's attention to these very explicit statements, which the general public understood to mean that it would be open to any British subject who wished to run a steamer under the Inland Water concession to go to Canton, inform his Consul of the fact; and the Consul would be in a position to give him a copy of the rules in force at the barriers and a definite statement of the exact amount of taxation which shippers by his vessel could be called upon to pay. This, we contend, was what the public looked for, and it was a result they were justly entitled to look for from the wording of the Regulations and the statements made by Mr. Scott's predecessor in office. It would have been interesting if Mr. Scott had informed us why he has failed to get this carried out.

No fresh plague cases or deaths were reported during the 24 hours ending at noon on Saturday.

The English Mail of the 15th September and the French Mail of the 10th September were delivered in London on the 13th and 12th inst. respectively.

To-day we publish the first of a series of articles on "Rugby Football," by Mr. A. J. Gould, an old international player. The articles will appear weekly.

The Telegraph Companies announced on Saturday that on and after the 14th inst. telegrams can be sent for Newchwang via Port Arthur.

The steam launch *Kong Hoi*, with a passenger boat in tow, was pirated at Dosing on the West River on the 9th inst., and the passengers robbed of valuables to the amount of £15, 50s.

Mr. Erich Goep says in his Weekly Share List, dated Hongkong, 13th October—A very fair business has been done during the week under review, and rates have ruled very steady, showing a slight improvement in some instances.

At the Magistracy on Saturday a Chinaman was sentenced to three months' hard labour for being in unlawful possession of three brass side-lights, 14 brass bolts and flanges, and other articles, which disappeared from the s.s. *Tulive* when she was in dock the previous Saturday.

Among the samples of brandy, gin, milk, rum, and whisky, examined under the Sale of Food and Drugs' Ordinance for the quarter ended 30th September, only two were found adulterated, both of milk. Seven samples of the latter were examined, six of whisky, and one each of the other spirits.

We received yesterday morning from the U.S. Consul-General, Mr. Bonnaville Wildman, the following typhoon warning issued from Manila Observatory at 5 o'clock p.m. on the 13th inst.—"Typhoon now probably E.S.E. of Manila between 12th and 13th parallels near coast Luzon;" and the following issued at 4 p.m. yesterday—"Depression is crossing south of Luzon, moving westwards."

As already announced in these columns the Welsh Fusiliers and the Hongkong Regiment will return here for the winter, but the exact disposition of the Indian Expeditionary Force now scattered between Hongkong, Weihaiwei, Taku and Peking, cannot be settled until it is known whether the Allies are to remain in strength at Peking. This is for the powers to decide after receiving Count Walderssee's report on the military position.

Early on Saturday morning a fire broke out in a silk shop at 58, Jervois Street. The Fire Brigade was soon on the spot, the station being close at hand, but notwithstanding their celerity, by the time they arrived on the scene the flames had got good hold. The whole of the basement was burned out, a considerable quantity of silk goods being destroyed. The fire also spread to the first and second floors, which were entered from Queen's Road, and their contents were destroyed. The premises are insured in the Union Fire Insurance Office for \$12,000. The cause of the outbreak is not yet known. The master of the shop left early on Friday evening leaving some *lekin* and an accountant on the premises, who are being interrogated by the police.

Mr. M. Gumbast Sandinger was at Wuchow on the 10th inst.

The new road, "Harlech Road," leading to the Upper Tram Station to High West, has been approved.

A board of officers, composed as under, assembled recently at the Orderly Room, 1st Gloucester Regiment, Colombo, to enquire into and report on losses sustained by officers during the engagement outside Ladysmith on the 30th October, 1899.—President: Major J. Jackson, 9th M. I. Members: an officer, 1st Gloucester Regiment; an officer, 9th M. I.

Men of the cavalry regiments, horse and field batteries in India, will in future be supplied with brown ankle-boots somewhat of the pattern now used by mountain battery men. All reserves of the present pattern boots are, however, to be used up before issues of the improved pattern takes place. The supplies for the Indian expeditionary force will be shipped from Calcutta on an early date.

A tidal bore eight feet high, rushed up the river to Calcutta with the flood tide on the 11th of September and caused some damage to the shipping. The steamer *Jubeda*, carried away her masts. The *Cardian* parted her cables. The *Trenton* Hall started her bits. These mishaps were rectified before any further damage could be done. The influx was particularly strong at the jetties, but no damage was done there.

According to a Board of Trade return, the total tonnage of transport steamers used by the British for conveyance of troops, stores, etc., to South Africa, is 1,738,138 or 65.19 per cent. more than the entire steam tonnage of France, and only 421,781 tons less than that of Germany, and it should be added that this enormous diversion of tonnage has not in any way impeded the over-sea trading business of the country. From England and the Mediterranean 30,131 horses were shipped for the Cape, of which 1,543, or 5.12 per cent., was lost. From different ports 31,563 mules were shipped, and 671, or 2.12 per cent., lost. Of 7,344 horses and 1,156 mules sent from India, 1.33 per cent. and 25 per cent. respectively were lost, while of 13,896 horses and mules despatched from Australia and Argentina, 1.06 per cent. were lost on the voyage, Australia being the lowest on the list of percentage losses.

The Pacific Mail liner *China* had an exciting episode on board on her last voyage. Just after leaving San Francisco one of a party of three passengers who had been engaged in that city as superintendents in a gold mine in Corea, about 100 miles north of Chemulpo, and were on their way out, showed signs of insanity, and had to be placed in confinement. It first manifested itself in the form of melancholia, and a close watch was put over him. Later on, he twice entered the room of a lady passenger who was ill. He was then put in confinement and under constant watch. In a day or two he became violent. Once he broke the door down and got out; twice he got away from his guard while taking exercise. At one time he secured one of the knives being polished for the table and on the other occasion he was seized just as he got to the rail preparatory to jumping over. Fortunately, he did no damage to himself or to others, although twice he managed to get on the upper deck among the passengers. The unfortunate gentleman seemed to be an attractive person and of considerable refinement.

On Saturday morning there was a good muster of the European members of the Hongkong Police Force in the Billiard Room of the Central Police Station for the purpose of bidding farewell to Lance-Sergeant Cameron, who has been invalided home, and making him a presentation. Chief Detective Inspector Hanson acted as chairman, and addressing Lance-Sergeant Cameron said: "I have been asked by your late comrades in the Police Force, who wish to show their appreciation of your kind nature and disposition, on your retirement from the force, to make you a present on their behalf of a pair of sovereigns, a walking stick, and a deck chair, and I do so with very great pleasure. You have been with us for something like three years, and it is a pity you have to sever your connection with the force, because it is not everybody's good fortune to be blessed with the even temperament and good disposition of which you are the possessor. Temperaments differ, and it is like one yourself who brings a very good influence upon the more fiery ones. It does them good to have one like you among them. We were sent into the world for a certain purpose, and I consider that you have brought a very good influence to bear upon us all. Therefore we shall miss you very much, but I hope that in going back to the old country you will regain your health and that before very long you will look back upon the time you have spent in Hongkong with feelings of pleasure. You have made friends here, and I hope you will remember us all as friends. To remind you of us in some way we give you this stick. I will therefore hand you the purse, which contains \$8 sovereigns, and express the hope on behalf of myself and your late comrades that you will soon be restored to health." (Heard hear.)—The stick is a black ebony cro with a silver mount. It bears a monogram and the inscription:—"Presented to William Cameron, by members of the H.K.P., 12th Oct., 1900, as a mark of esteem." The recipient in reply, said: "Mr. Chairman and gentlemen, I thank you all very much for your kindness. You have given me more than I deserve. I am sorry to leave you, but I am obliged to do so. Mr. Cameron subsequently went on board the homeward bound English mail, a good many of his late comrades seeing him off."

A terrible storm swept over Kingston, Jamaica, on the 7th inst., flooding the rivers, and doing great damage to the banana plantations. Miles of railway track have been washed away, and the losses will amount to thousands of pounds.

Major Pond, an American entrepreneur, recently held out a golden bait to Mr. Winston Churchill to secure him for a lecturing tour in the United States, in the forthcoming autumn, states a London correspondent. He offered him a lump sum of £15,000, paying all his travelling expenses whilst on tour. Mr. Churchill has, however, suddenly become accustomed to high rates of remuneration since his escape from captivity with the Boers. His remuneration as special correspondent of the *Morning Post* was fixed at £1,000 a month.

Can a juror summoned in a court of law refuse to kiss the Bible? This question has again been raised, this time in Penang. Referring to a refusal in the local assize court there, when the sheriff, curiously demanded that a German gentleman should kiss the book, one of the jurors in a letter to the *Gazette* says: "The late Mr. Justice Pelleran held that it was quite sufficient for the juror to make sure that the book, which they were having in their hands, was really the Bible, by simply opening it, and that kissing was not demanded by the law and was, therefore, not imperative, though usually done. Who is right? The Judge or the sheriff?"

A handsome silver cup, offered by Gen. De Wend, for a marching and shooting competition among the regiments in his brigade on Salisbury Plain, was won last month by the 3rd Royal Welsh Fusiliers. Seventeen teams competed, each consisting of one officer, a non-commissioned officer, a bugler, and twenty privates. The other battalions taking part in the competition were the 4th Devon, 3rd Gloucesters, 5th Irish Rifles, and 3rd D.C.L.I. The conditions were to march ten miles to the firing point, and then fire ten rounds advancing from 800 to 200 yards, at small single figure targets, khaki colour, the targets appearing for 15 and disappearing for 30 seconds. Three hours were allowed for the competition from start to finish. The winning team, which was under the command of Major Lord, was five hits ahead of their nearest rivals.

Another disaster has befallen Calcutta, this time by heavy floods, doing considerable damage. Incessant rain has fallen for weeks, and although it slackened on the 24th ult., when the mail left, a large portion of the suburbs and several parts of Calcutta were still inundated. The Greek and Jewish cemeteries were deeply flooded, and the graves considerably damaged. Owing to the flooding of the Gas Company's premises, street and house lighting was very imperfect, some parts of the town being in total darkness. The Howrah gas-works were closed, and mains have been laid across the Hooghly Bridge from Calcutta. The Surya Jute Mills were flooded and closed. Several thousands of homeless and destitute natives were being housed by the Police and charitable institutions. The Lieutenant-Governor had decided to call a public meeting at the Bengal Chamber of Commerce to organise a Relief Fund. Destruction of house property and fatal accidents continue to be reported.

Lieut. Gen. Sir William Butler, who has been selected to succeed to the Aldershot command, has been in the Army nearly 42 years, having joined the 60th Foot (the old South Lancashire, but now the 2nd Batt. Welsh Regiment) as an ensign on September 17, 1858. He has had a large share of Staff service, having been on special duty in Canada during the Fenian Raid and the Red River Expedition of 1870; was Special Commissioner to the Western Akim in the Ashanti war of 1873; a Staff officer in the Zulul campaign of 1878, and mentioned in despatches. He was again on the Staff and again mentioned in despatches in the Egyptian Expedition of 1882 and the Sudan Expedition of 1884. He commanded the advanced guard of the Nile column, and shared in the action of Kibek in the latter campaign; and commanded a bridge at the action of Ginnis in the Sudan in 1885, when he obtained the K.O.B. In 1896 Sir William was appointed to the Dover command, and in 1898 to that at the Cape, and returned in August of last year to take up the command of the Western District.

The China tea trade, and the effects produced upon it by the present troubles in China are causing much anxiety among the Russian tea merchants, who are apprehensive of a complete cessation of the trade in the near future. The British Minister at St. Petersburg recently sent a despatch to Mr. Chamberlain on the subject of the security of Chinese tea imports, the closing words of which referred to the Nishni Novgorod fair, and the trade which would be done there in China tea. What seemed very certain on July 26th regarding the China crop, was by no means so assured during the following month, says the *Times of Ceylon*, and although the first crop might have been safe at Hankow, it must be remembered that port is no less than 400 miles inland, and, if any tea is left there, which we shall know more about later on, the fate which has befallen Tientsin and Peking will assuredly be reproduced, resulting, without question, in not a half-cent escaping to the coast and destruction. We are also informed that the overland route is no longer open, the over-sea route alone remaining. These being the facts, we are not surprised that the merchants of St. Petersburg begin to look upon a total cessation of China tea supply as very much within the range of practical politics.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

### THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 12th October, 8.30 p.m.

#### ATTEMPT TO ASSASSINATE THE EMPRESS-DOWAGER.

An Imperial Decree, dated 4th October, announces that an attempt was made to assassinate the Empress-Dowager as she was proceeding to Hsianfu. The would-be assassin was immediately executed.

TWO EXPEDITIONS TO PAOTINGFU. Troops have started for Paotingfu from Tientsin and Peking. General Voyron commanding the former division, and General Sir A. Gascoigne the latter.

#### BRITISH POLICY IN CHINA.

Only three Powers are seriously interested in the China question, England, Germany, and Russia. Of these, Russia has her hands full in Manchuria. England has no policy, thus leaving Germany free to play a private game.

SHANGHAI, 14th October, 8.50 p.m.

#### EMPEROR REPORTED AT HSIANFU.

A telegram from Hankow announces that the Emperor has arrived at Hsianfu. This is hardly possible.

#### CUTTING OFF THE YANGTZE VICEROYS.

Yu Chang, the Manchurian Governor of Honan, has been transferred to Hupeh. The Yangtze Valley officials are much alarmed, as the Empress-Dowager's evident intention is to surround the friendly Viceroys with a cordon of Manchurian reactionaries.

#### THE KWANGTUNG TROUBLES.

Private advices from Kwangsi report that the rebels have defeated the troops on the Kwangtung border.

#### RESIGNATION OF GENERAL SU.

General Su has resigned his post.

LONDON, 12th October, 10.10 p.m.

#### CONGER'S FEEL ABOUT THE PAOTINGFU EXPEDITION.

Mr. Conger fears that the Allied expedition to Paotingfu will inflame Northern China generally.

#### U. S. FORCES NOT UNDER COUNT.

It is stated that General Chaffee and Mr. Conger have been instructed from Washington not to recognise Count von Walderssee's appointment as including the command over the United States troops in China.

#### THE WAR IN SOUTH AFRICA.

LONDON, 12th October, 10.10 p.m.

#### THE CHINESE LABOUR QUESTION.

Mr. Cecil Rhodes has left the Congress, which has declared that though a supply of labour is needed in South Africa it is utterly opposed to the introduction of Chinese workmen into Rhodesia.

#### GENERAL NEWS.

SHANGHAI, 14th October, 9.55 p.m.

#### TORNADO AT TSINGTAO.

A tornado has occurred at Tsingtao to-day. Sixteen buildings were damaged, one man killed, and eight injured.

#### REUTER'S SERVICE.

LONDON, 11th October.

#### THE ELECTIONS.

373 Unionists, 146 Liberals and 70 Nationalists have been returned to date. Dr. Clarke has been unseated for Calne. The Unionists have gained Dymock and Sutherlandshire, and the Liberals have gained Otley, Westbury, Radnorshire and Southport.

#### THE AMERICA CUP.

Sir Thomas Lipton has sent a challenge for the America Cup.

#### OBITUARY.

The death of the Marquis of Bute is announced.

#### SOUTH AFRICA.

A detachment sent to the aid of a train which had been upset while crossing the Fynn River, was ambushed. Capt. Stewart of the Rifle Brigade and four men were killed, Capt. Paget, two other officers and twenty men wounded, and Lieut. Sewell, R. E. and 10 men were made prisoners.







## NEW ADVERTISEMENTS

JUST RECEIVED.

**MELLIN'S FOOD BISCUITS:** a very Digestive Food for Infants and Invalids.

Also  
**AUSTRALIAN ASSORTED JAMS,** of the well-known Taylor Brand.  
**H. RUTTONJEE,**  
5, D'Aguiar Street,  
21 & 22, Elgin Road, Kowloon.  
Hongkong, 15th October, 1900. [2649]

FOR WUCHOW VIA KAMCHUK, SAM-SUI, SIWING AND TAKHING.

## THE Company's Steamship

**"KWAILUM,"**  
Captain D. Bowie, will be despatched for the above ports TO-MORROW (TUESDAY), the 16th October, at 5 P.M.  
For Freight or Passage, apply to  
**KAI HING & CO.,**  
40, Praya West. [2651]

Hongkong, 15th October, 1900.

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

## "BAYERN."

OF THE NORDDEUTSCHER LLOYD.  
Captain H. Blacker, due here with the outward German Mail about the 17th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.  
For Further Particulars, apply to  
**MELCHERS & CO.,**  
Agents.  
Hongkong, 15th October, 1900. [2652]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

## "TAMSUI MARU."

Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 21st inst., at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 15th October, 1900. [2653]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM KOBE.

## THE Steamship

**"MARQUIS BACQUEHEM"**  
having arrived, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 21st October, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st October will be subject to rent.

Bills of Lading will be countersigned by  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 14th October, 1900. [2654]

## PERSEVERANCE LODGE OF HONG KONG, No. 1165.

A REGULAR MEETING of the PERSEVERANCE LODGE will be held at the FREEMASONS' HALL TO-MORROW NIGHT (TUESDAY), the 16th October, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 11th October, 1900. [2626]

## IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF HENRY LISTON DALRYMPLE, late of Victoria, Hongkong, Merchant, Deceased.

NOTICE is hereby given that His Honour Sir JOHN WRELL, J.B., Chief Justice, has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 1st day of November, 1900, for sending in claims against the above Estate.

All Creditors are hereby required to send their claims to the undersigned before the said date.

Dated this 14th day of August, 1900.  
**J. W. NORTON-KYSHE,**  
Official Administrator.

## IMPERIAL BANK OF CHINA.

## NOTICE.

WHEREAS the IMPERIAL BANK OF CHINA'S Promises in Peking have been destroyed by the Rebels and the following UNISSUED NOTES expressed on the face thereof to be payable at its Office in Peking in CHING-PING TSU-YIN currency, have been STOLEN therefrom:—

100,000 Notes of 5 Mace each—  
Nos. 0001 to 100,000.

100,000 Notes of 1 Tael each—  
Nos. 0001 to 100,000.

20,000 Notes of 5 Taels each—  
Nos. 0001 to 20,000.

10,000 Notes of 10 Taels each—  
Nos. 0001 to 10,000.

The Public are hereby cautioned against purchasing or dealing in any way with such Notes, as the Bank accepts no liability for the same.

By Order of the Board of Directors.  
For the IMPERIAL BANK OF CHINA.  
**A. W. MAITLAND,**  
Acting Chief Manager.

## AUCTIONS

**GOVERNMENT NOTIFICATION.**  
No. 495.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 15th day of October, 1900, at 3 P.M., are published for general information.

By Command.  
**F. H. MAY,**  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 27th September, 1900. [2611]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 15th day of October, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Shaikwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
1	Shaukiwan Island Lot No. 395	Shaukiwan	45' 45' 50' 50' 2,250' 12'	12	075	

**GOVERNMENT NOTIFICATION.**  
No. 496.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 15th day of October, 1900, at 3.15 P.M., are published for general information.

By Command.  
**F. H. MAY,**  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 29th September, 1900. [2612]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 15th day of October, 1900, at 3.15 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Four Lots of Crown Land, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

## PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
1	Inland Lot No. 1,617	Shaukiwan Island	50' 50' 100' 100' 2,000' 12'	70	56	6,000
2	1,618	"	50' 50' 100' 100' 2,000' 12'	70	56	6,000
3	1,619	"	50' 50' 100' 100' 2,000' 12'	70	56	6,000
4	1,620	"	50' 50' 100' 100' 2,000' 12'	70	56	6,000

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

THURSDAY,

the 18th October, 1900, at 2.45 P.M., at No. 6, Cameron Villas, the Peak (the Residence of Col. WHEELER),

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE, &c., &c.

Full Particulars can be seen from Catalogue. On View from Wednesday, the 17th October. Terms.—As Customary.

**GEO. P. LAMMERT,**  
Auctioneer.

Hongkong, 13th October, 1900. [2648]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

FRIDAY,

the 19th October, 1900, at 11 A.M., at the HONGKONG AND KOWLOON GODOWNS, Kowloon.

12 LENGTHS CHAIN 21"

105 FATHOMS do 14"

7 PIECES do 13"

Terms.—As Customary.

**GEO. P. LAMMERT,**  
Auctioneer.

Hongkong, 6th October, 1900. [2600]

## DR. NOBLE,

DENTAL SURGEON.

HAS returned to the Colony and RE-SUMED PRACTICE.

Hongkong, 19th September, 1900. [2453]

## WING CHEONG.

Dealers in

JEWELRY, PEARLS, DIAMONDS,

CURIOUS JADESTONEWARE, CARVED

IVORYWARE, SILKS, and GRASS

QUINTES.

GENERAL EXPORTERS.

Hongkong, 22nd September, 1900. [2125]

## INTIMATIONS.

## "RUGBY FOOTBALL,"

BY  
**ARTHUR J. GOULD**

(WHO HAS PLAYED IN TWENTY-SEVEN INTERNATIONAL MATCHES).

THE following SPECIAL ARTICLES

are now appearing weekly in the Hongkong Daily Press:—

2.—INTERNATIONAL GAMES—SOME CONCLUSIONS.

3.—THE EFFECT OF THE INSTRUCTIONS TO REFEREES.

4.—FOUR THREE-QUARTERS V. THREE.

5.—GREAT PLAYERS OF THE PAST.

6.—GREAT PLAYERS OF THE PRESENT.

7.—THE NORTHERN UNION'S EFFECT ON THE GAME.

8.—IS RUGBY FOOTBALL DETERIORATING?

Hongkong, 10th October, 1900. [2622]

## GOVERNMENT NOTIFICATION.

No. 513.

HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on FRIDAY, the 23rd day of November, 1900, for the purchase of the privileges known as the OPIUM FARM established under the Prepared Opium Ordinances 1891 to 1897, and Ordinance No. 1 of 1898, that is to say, the sole privilege of preparing Opium and of Selling, within the Colony (including the New Territories) Opium as prepared, inclusive of the privilege of collecting dross and of preparing and dealing in dross opium, for three years from the 1st of March, 1901.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer.

By Command.  
**J. H. STEWART LOCKHART,**  
Colonial Secretary's Office,  
Hongkong, 6th October, 1900. [2635]

## CONDITIONS OF TENDERING.

1. No tender will be received unless the tenderer produces a receipt from the Treasurer for—

(i) A deposit of \$30,000, or of Title Deeds, or other approved securities to a like amount; and

(ii) A stamped agreement to be executed by him on a form provided by the Treasurer, to the effect that, if he should decline to accept a grant of the Farm on the terms of the tender sent in by him, such deposit or securities shall be forfeited to the Crown.

Such deposit must be completed not later than Noon on the 22nd of November. All deposits will be returned to unsuccessful tenderers.

2. The tender must state the monthly sum offered for the Farm as rent.

3. The Government does not bind itself to accept the highest or any tender.

4. The successful tenderer shall deposit with the Treasurer security, either money or title deeds, to the value of three months' rent of the Farm for the due performance of the conditions on which the privilege is granted and of the stipulations or agreement in respect thereof, and the security previously deposited with the Treasurer on the tender being received will be retained until such successful tenderer shall have deposited such security.

5. The Governor in Council will execute to the accepted tenderer a Grant in the form, or as near thereto as may be, hereinafter set out.

6. During the continuance of the privileges the successful tenderer shall be entitled to the use of a trade mark to be approved by the Governor in Council on all Opium prepared by him.

CONDITIONS TO BE FULFILLED BY THE GRANTER OF THE OPIUM FARM, AND THE BREACH OF WHICH WILL INVOLVE LIABILITY TO THE FORFEITURE OF THE GRANT AND OF THE SECURITY DEPOSITED WITH THE TREASURER.

(1) The payment of the monthly fee regularly in advance, from the 1st day of March, 1901.

(2) To have no Opium in possession except what is reported through the Imports and Exports Office; and, unless the special permission of the Governor to exceed that amount is obtained, to draw not more than 300 chests in any two consecutive months, of which not more than 175 chests are to be drawn in any one month.

(3) Not to part with any Opium in the raw state either by sale or otherwise, but only prepared Opium fit for smoking.

(4) Not to grant to any person any license to boil or prepare Opium.

(5) To have one establishment only for boiling; such establishment to be approved by the Governor.

(6) Not to have loose Opium (as defined by The Raw Opium Amendment Ordinance, 1891) elsewhere than in his boiling establishment or any raw opium other than that covered by removal permit.

(7) To supply the licensees of Opium Divans, duly licensed by the Colonial Secretary under Ordinance No. 15 of 1897 (as amended by Ordinance No. 1 of 1898), with any Opium and dross Opium required by them, at rates not exceeding the market rates at the time.

## FOR SALE.

NEW LEE ENFIELD 303 MATCH

RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING RE-

QUISITE.

**W. SCHMIDT & CO.,**  
Gnametha.  
Hongkong, 22nd September, 1900. [2125]

## PUBLIC COMPANIES.

**OLIVER'S FREEHOLD MINES, LIMITED.**

NOTICE is hereby given that the B Shares, on which the FINAL CALL of 50 cents per Share has not yet been paid, are liable to be FORFEITED, at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the 17th October, 1900.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 3rd October, 1900. [2566]

**CHINA TRADERS' INSURANCE COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 23rd instant, at TWELVE O'CLOCK, NOON, for the purpose of presenting the report of the Directors and Statement of Accounts to 30th April last and of declaring dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd instant, both days inclusive.

By Order of the Board of Directors.  
**H. P. WADMAN,**  
Acting Secretary.  
Hongkong, 2nd October, 1900. [2557]

**HONGKONG ELECTRIC COMPANY, LIMITED.**

TENDERS are invited for the Allotment of the Unissued balance of New Shares (4104 Shares). Dollars Five per Share paid up. PAYABLE on the 1st November, 1900.

Tenders will be received up to the 20th of October. No Tenders under par will be considered, and the Allotment will be made preferably to Shareholders.

By Order of the Board of Directors.  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 29th September, 1900. [2535]

**HONGKONG ELECTRIC COMPANY, LIMITED.**

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors.  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 29th September, 1900. [2534]

**THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.**

ISSUE OF \$500,000 NEW CAPITAL.

NOTICE is hereby given that the SECOND CALL of \$25 per Share was due on 1st October, 1900, and that interest at the rate of 12 per cent per Annum will be charged on all Calls which are not paid on 12th instant.

**EDWARD OSBORNE,**  
Secretary.  
Hongkong, 12th October, 1900. [2638]

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$20 per Share for the year 1899, equivalent to 40 per cent on the paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 12th October.

By Order of the Board.  
**W. J. SAUNDERS,**  
Secretary.  
Hongkong, 12th October, 1900. [2637]

**W. BREWER & CO.**

NEW BOOKS AND NEW EDITIONS.

LETTS' DIARIES, 1900.

CHINA'S OPEN DOOR, by Consul-General. Wildman \$3.50

European Settlements in the Far East. 2.25

Gold Deeds of the War 6.50

Croquet Up-to-Date 3.50

London to Ladysmith by Pretoria 1.25

China of To-day: The Yellow Peril, Paris 35 cts. each

China the Long-lived Empire, by Scidmore 5.00

The Overland to China, by Colquhoun 9.50

Through the Yangtze Gorges, by Archibald Little 4.50

The Catapults of Paris 1.50

Between two Fires: A Story of the Boer War 1.50

Red Pottage, by Chalmers 6.50

Red Pottage's Map of China 2.00

SEN'S STAMP ALBUMS, \$5.50 to 10.00

Indian Cigars—Lambert and Butler's Tobacco and Cigarettes.

23 & 25, Queen's Road, Hongkong. [31]

## NOTICE OF REMOVAL.

**M. R. A. TACKS' FURNITURE STORE** will be REMOVED to DES VŒUX ROAD, New Praya, opposite the Office of the P. and O. S. N. Co., on or about the 30th inst.

Owing to the decorations not being complete, business will not be transacted at the new building for two or three weeks, but will be resumed at an early date. Customers are respectfully requested to call at or send communications to Nos. 27 and 28, LEE YUEN STREET EAST, their temporary Store.

Hongkong, 27th September, 1900. [2514]

**JACK A. YOUNG & CO.,**  
Nos. 76 & 78, DES VŒUX ROAD (OLD PRAYA CENTRAL).

NOTICE is hereby given that WING KIT and A. T. YE are no longer connected with the above firm, both having been dismissed as foremen. On and after the 22nd September we shall not be responsible for their liabilities or their dealings, &c., &c.

Customers are respectfully requested henceforth to communicate direct with this firm, or through our Associates who are authorised to go on board vessels for orders for gear, &c., &c.

Dated Hongkong, 22nd September, 1900. [2468]

## FOR SALE.

**WOOD OIL.**

H. L. TRADE MARK.

**HOE LOONG & CO.,**  
27, Hollywood Road, Hongkong.</



HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
2, Zetland Street, Auctioneer, Appraiser  
and Commission Agent.

HUGHES & HOUGH,  
Auctioneers to the Government, and Share  
and General Brokers, corner Ice House  
Street and Praya Central.

V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

THE WESTERN HOTEL,  
Excellent Accommodation, \$2.50 per day.  
30 and 32, Queen's Road West.

## BOOKBINDING

"DAILY PRESS" OFFICE,  
The only office in China having European  
taught workmen. Equal to Home Work.

## BOOKSELLERS AND STATIONERS

W. BREWER & CO.,  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor, 30, D'Almeida Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Aera-  
tized Waters, Dealers in Photographic  
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 63,  
Queen's Road Central, Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

## CURIO DEALERS

KUHN & KOMOR,  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.

KWONG HING,  
China Porcelain, Crockery Ware, 59a,  
Queen's Road Central.

## DENTISTS

WONG HOMI,  
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DRAPERS

EBRAHIM ELIAS & CO.,  
Milliners, Silk Mercers, Haberdashers.  
Low Prices, 37, 39, Wellington Street.

SEE WOO,  
Tailor, Draper and Outfitter, 67 and 69,  
Queen's Road.

## FLOUR

SPERRY FLOUR COMPANY,  
Proprietors of the following Celebrated  
Brands of Flour: "Sperry's," "Anchor,"  
"Golden Gate," "Pioneer," "Buckeye,"  
"Anchor," &c.

## FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite, Depot for  
Eastman's Kodak Films and Accessories,  
17a, Queen's Road Central.

LI KWONG LOONG,  
Cabinet-maker, Furniture Dealer, Art De-  
corator and Dealer, 17, Queen's Road.

## GROCERS

THE MUTUAL STORES,  
SUB-AGENTS LITTON, LD.,  
8 and 10 D'Almeida Street,  
Provision and General Merchants.

## JEWELLERS

KANG LEE & CO.,  
Jewellers, Gold and Silversmiths, Watch-  
makers, Opticians, Carvers and Blackwood  
Furniture, Opposite Post Office, 36,  
Queen's Road Central.

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hilo.

WAH LOONG,  
Gold and Silversmith, Silk Dress, Crêpe  
Shawls, Lingerie, Lacquerware, Fans,  
Cases, Bridles, Human Hair, Fea-  
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE  
EASTERN ACETYLENE LIGHTING  
COMPANY, Head Office, 62a, Queen's  
Road Central. Fittings of every de-  
scription for the ACETYLENE LIGHT at  
lowest rates.

## MERCANTILE AGENT

WOODS & CO.,  
Dundell Street, Agents for American and  
European Export Houses.

## PHOTOGRAPHERS

A FONG,  
The largest and most complete Studio in  
Hongkong, Established 1859. Views,  
Enlargements, Tinted Miniatures, Oil  
Paintings, &c.; Ice House Street.

E HING,  
Enlarging, Developing, Printing, Mod-  
erate Rates, 20a, Queen's Road West.

WEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc., Devel-  
oping, Working, American Requisites.

M. MUMFORD, JAPANESE ARTIST,  
Browns and Gray Enlargements, Work  
done for Customers, 8a, Queen's Road, Cl.

HONGKONG  
BUSINESS DIRECTORY.

## PHOTOGRAPHERS

YEE CHUN,  
Marine and Portrait Painter, 50, Queen's  
Road, Uptown.

H. YERA,  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road Cl., also Wanchai  
Amateur's Requirements a Specialty.

## PRINTING

"DAILY PRESS" OFFICE,  
Proofs read by Englishmen.

## RAITAN FURNITURE

KWONG TAI LOY,  
Rattan Furniture, Bamboo, Blinds, Mat-  
tresses all Colours, 30a, Queen's Road Cl.

## SILK GOODS DEALERS

TEJUMUL PORUSING,  
Dealer in Chinese, Indian and Japanese  
Goods, Silks, Woolen and Cashmere  
Shawls and other Sundry Goods; 4,  
D'Almeida Street, First Floor.

WASSIAMULL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace, 46, Queen's Road, Cl.

## SILK LACE MANUFACTURERS

FR. BLUNCK,  
Exporters of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen Lace Curtains made to  
order, 17, Queen's Road, Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipbuilders, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,  
Shipbuilders, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chandise, 144, Des Voeux Road.

MORE & SEIMUND,  
Shipbuilders, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 43 and 45, Praya Central.

## TAILORS

R. HAUGHTON & CO.,  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiers,  
Drapers, 85, Queen's Road, Central.

TAK CHEONG,  
Tailors, Gentlemen's Outfitters, Hatters,  
Hosiers, and Drapers, Chinese Silk of  
all kinds, 50, & 52, Queen's Rd. Central,

YEE SANG FAT & CO.,  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"  
Importers of the Best Manila Cigars, 25,  
Pottinger Street.

KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents,  
Connaught Place, Queen's Road.

VICTORIA CIGAR DEPOT,  
1 and 2, Leoyune Street East, AGENTS FOR  
W. KENNEDY & CO., 37, Calle San  
Jacinto, Manila, "Windsor Lady" and  
"The Jockey" Cigars.

## WINE &amp; SPIRIT MERCHANTS

H. PRICE & CO.,  
12, Queen's Road  
and Calle Anlogue, Manila.

MITSUBISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.  
A.I. ABC, Scott's and Engineering Codes  
Used.

DOCK No. 1 (at TATEGAMI)  
Extreme Length... 523 feet.  
Length on Blocks... 513  
Width of Entrance on Top... 89  
Width of Entrance on Bottom... 77  
Water on Blocks at Spring Tide... 20 1/2

DOCK No. 2 (at MUKAJIMA)  
Extreme Length... 371 feet.  
Length on Blocks... 350  
Width of Entrance on Top... 66  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide... 22

PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
The COMPANY has a POWERFUL SAL-  
VAGE PLANT READY AT SHORT  
NOTICE. [1819]

## COLD STORAGE

THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable pro-  
visions for Cold Storage at EAST POINT at  
Moderate Rates.

WM. FARLANE,  
Manager.

Hongkong, 17th February, 1899. [89]

QUAN WAH & CO.,  
DEALERS IN  
ITALIAN MARBLE AND GRANITE  
MONUMENTS.  
DESIGNS & PRICES on APPLICATION  
at No. 1, Queen's Road East, Hongkong  
Hongkong, 17th October, 1899. [1899]

## RUGBY FOOTBALL.

BY  
ARTHUR J. GOULD.

## THE OLD GAME AND THE NEW.

That there have been considerable changes in  
Rugby football the last twenty years admits  
of no doubt. In fact, I know of no other  
national game which has changed so greatly. In  
their main features the principles of the game  
are the same, but the style of play has altered  
immensely. In discussing this subject with  
Rugby football players of twenty years ago, it  
is often difficult (sometimes impossible) to con-  
vince them that the methods of play have changed  
for the better. There seems to be a tendency  
on the part of old players to shut their eyes to  
the fact that the game has improved, and this is  
especially the case with men who had places in  
the forward ranks. They seem to be so enam-  
oured with the old "bullocking" forward game  
that they think scorn of the present style; but,  
speaking as a three-quarter whose actual playing  
experience covered the whole period of develop-  
ment, from the old-fashioned days of close  
forward play and two full backs till the  
general adoption and perfection of the four  
three-quarter system, I must give it as my opin-  
ion that the game has greatly changed for the  
better, both for the players and the spectators.  
In the old days the game was practically con-  
fined to the forwards, and the backs, especially  
the three-quarters, had very little to do beyond  
stopping rushes and watching the forwards;  
now the backs take a great part in the actual  
play, and the game is pleasanter to watch and  
to play than it was during the seventies and the  
early eighties. I think we can justly claim  
that Wales has had more to do with this im-  
provement than either of the other countries,  
since Wales is admitted to be the pioneer of the  
open game.

## THE OLD GAME.

In speaking of the old game no one will  
expect me to go back to those ancient times  
when an English king thought it necessary to  
discourage football because the youth of the  
period were devoting so much attention to it  
that archery suffered; nor shall I attempt to  
deal with curious local customs in which Shrove  
Tuesday diversions in the streets are dignified by  
the name of football. And though we derive our  
game from Rugby School it is unnecessary to  
deal with "Bigside." The "old game" to which  
I propose to refer is that game which grew up  
in all parts of the kingdom at the time the  
Rugby Union was established. It was in 1871,  
I believe, that the first code of laws regu-  
lating the game was adopted, and the method  
of play of which I have the earliest recollection  
was due to the effort to carry out these rules in  
what the various clubs thought was the best  
manner possible. One thing which the new  
rules did was to entirely abolish kicking. Old  
players have told me that before this rule was  
passed it was not uncommon for a player to  
men who were not on particularly good terms  
(perhaps it was only pride of endurance) to have  
a private kicking match after the scrimmage  
had broken up, and I have been told of a re-  
verend archdeacon, an old Rugby blue, who says  
that his shins are notched like a saw as the re-  
sult of the kicking which took place in the  
school matches. But kicking at the ball was  
the only way of getting it out of those  
immense scrimmages; kicking at the ball was  
the only way of giving it daylight when  
twenty aside was the rule, and when kick-  
ing, rather more often than not re-  
sulted in somebody's shins being kicked and the  
ball being missed, was abolished, scrimmages  
degenerated into shoving matches, with the ball  
lying passively in the midst. Kicking was  
prohibited, a new way of getting the ball out  
had not been discovered, and forward play had  
become slow.

## IN MY EARLIER DAYS.

It was at this transition period that my  
memories of football commenced. In my very  
earliest days we played two full-backs, two  
three-quarter backs, two half-backs, and nine  
forwards. The backs never expected that the  
ball would be passed to them, though there were  
occasionally attempts at getting the ball from  
one man to another. The forwards were usual-  
ly big and heavy men, and when two packs  
were evenly matched it was no unusual  
thing to see the opposing sides straining  
every nerve to push their opponents off the  
ball with a straight shove, without one side  
or the other gaining an advantage for the space  
of a full minute or more. Then, when the  
scrimmage broke up, and the half-back waiting  
at the skirt of the scrimmage seized the ball, he  
was as likely as not to be tackled, before he could  
get far, and the whole thing began again. The  
idea seemed to be that the forwards should do  
everything they could, and that the backs were  
to be thankful for such chances as they might  
have from the ball being kicked through by a  
forward or a back. The effect of the old game  
on the forwards was to make them wonderful  
workers, but as slow as the game they played;  
while in the backs it bred tremendous pluck,  
absolute fearlessness in stopping rushes, and  
individualism as runners and tacklers which  
can never be improved upon, in the light of the  
opportunities they had. To speak broadly, in  
those days there was no combination (though  
combined dribbling came afterwards, and even  
passing among the forwards), and as no man  
could depend upon his fellow he learned to  
depend upon himself. Thus the half ran  
and tackled with deadly determination.  
All that was expected of him was that he  
should do his own individual utmost—that  
he should run, either by dodging or by  
sheer pace and weight, till he could not gain  
another foot—and the natural effect of this  
was that when the ball was obtained in a good  
position and it was only obtained by the ac-  
tion of a long kick forward or back (the half  
or three-quarter of the old days often made a

fine run. While the running was individual  
and determined, the tackling was naturally at  
an equally high standard. In holding the ball  
and in quick kicking, the old backs were also  
excellent, but the fault of the old game was  
that it was by accident and not design that the  
men behind the scrimmage obtained chances,  
while the scrimmagers monopolised nine-tenths  
and often nineteen-twentieths of the play.

## IMPROVEMENTS.

The game gradually improved, partly by new  
methods of play, partly by the elimination of  
customs which now strike us as ridiculous.  
There was the "maul," in which two men  
struggled for possession of the ball over the  
goal line, one trying to touch it down and score,  
the other attempting to take it from the man  
who had it, and so prevent a try. Mauling  
might have been entertaining to a certain  
section of the crowd, but it was no advantage  
to football, and it was a good thing when it  
was abolished. Another rule which seems  
ridiculous now was that by which the ball in  
touch belonged to the side which touched it  
down, which resulted in many a race for the ball  
when in touch; but these were mere blemishes.  
The inherent fault of the old game was that  
it did not give all sections of the team a fair  
share of the play, and that the methods gener-  
ally adopted inevitably led to selfishness.  
Players knew no higher good than in-  
dividualism, and if they theorised at all (foot-  
ballers probably did not theorise much) they  
argued that the more they did the better they  
were serving their side. The wisdom of a later  
period laid it down that a man could often serve  
his side best by doing rather less himself and giv-  
ing others the chance to do more. The old game  
bred men who were suited to it. They had the  
qualities which their methods were bound to  
develop—great individual ability, self-reliance,  
and a never-say-die determination; but they had  
also the defects of these qualities—selfishness,  
and the failure to grasp the usefulness of co-  
operation. The forwards at first were slow and  
lacking in cleverness, afterwards they developed  
cleverness in dribbling, but it was long before  
they ceased to waste a great part of their un-  
doubted energies through misapplying their  
efforts, and it was not till the dawn of the  
new era that they came to regard it as part of  
their duty designedly to give their backs a  
share of the game. The kicking of the backs  
of that time has never been surpassed, and  
never will be, nor are we likely to have men  
of that period, though, be it observed, they often  
missed tries through sticking to the ball till the  
bitter end, when a simple pass would have given  
a fellow-player a try. They did not play to pass;  
if they did so it was as a last resort, and a last  
resort only too often is too late.

## THE NEW GAME.

No one can say with certainty when the old  
game ended and the new game began. The  
seed of the new game was early found in a few  
of the principal teams, notably Blackheath, but  
at first passing was largely confined to the for-  
wards. Later came the idea of healing, and  
with this the attempt to make the team a com-  
bined whole became possible. How the transi-  
tion from the old game to the new was effected  
it would be impossible to trace. Once players  
thoroughly grasped the idea that a runner could  
do his side a service by passing the ball to a man  
who was in a better position than himself, it  
followed naturally that the best players tried to  
develop the idea into a system. Constant  
practice together made Vassall's Oxford team a  
wonderful combination under the three three-  
quarter system, and with that period the new  
game had undoubtedly arrived, though not in  
its most effective form—that was reserved  
for those who perfected the Welsh style. The  
old game was individualistic; the new game is  
combined; the old game was a matter of muscle  
combined; the new game is that with a sense of  
interdependence added. I do not propose to  
deal with the four three-quarter game, as that  
will be the subject of a later article—the new  
game that I refer to is that which substitutes a  
team every section of which is in touch with  
the other, for a team in which the forwards dis-  
regarded their backs, and those backs for all  
practical purposes were independent units, each  
doing his best for his side, with no thought of  
concerted action. What I claim for the new  
game is that it gives every section of the team  
a fair share in the play. How often in the old  
days did the full-back and the three-quarter  
stand shiveringly idle, while eighteen forwards  
strained, steamed, and grunted in the vain at-  
tempt to push each other off the ball, and when at  
last one side or other gave way a foot or two,  
and the ball came out, the plucky full or two,  
fell upon it or fumbled, was instantly smothered,  
with the result that the scrummaging was re-  
newed. An occasional run or kick, every man for  
himself, was the best that could be expected;  
and while the forwards had infinitely more than  
their share of the play, and the halves more  
than their due allowance of pounding, the backs  
certainly were starved. But now the system is  
changed—at any rate with the great majority  
of clubs. The forwards still have quite as much

## NOT BEYOND HOPE.

Those who have suffered year after year with  
Rheumatism will be glad to hear of a remedy  
that has proved an absolute specific. There are  
no conditions of Rheumatism, no matter how  
severe nor from what cause, that cannot  
immediately be relieved and permanently cured  
by Little's Oriental Balm. People who have  
tried a hundred remedies, liniments, and doctors  
are apt to be resigned to their fate. They  
have been disappointed so many times that another  
trial seems almost useless. To all such we say,  
try Little's Oriental Balm faithfully and patient-  
ly and you will soon rejoice at the return of your  
precious health. Many a person was cured  
through Little's Oriental Balm by the use of a  
single bottle, others have used from 3 to 6 bottles  
to obtain the same result. In only very rare and  
exceedingly obstinate cases were more than 6  
bottles necessary. Sold at 1s. 1 per bottle.  
Agents for Hongkong—THE VICTORIA  
DISPENSARY, LD. [2652-3]

## INSURANCES

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above  
Company are PREPARED to ACCEPT First  
Class Foreign and Chinese Risks at Current  
Rates.

SIEMSEN & CO.  
Hongkong, 29th May, 1895. [26]

NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899,  
£14,409,089.

I. AUTHORIZED CAPITAL... £3,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 687,500 0 0  
II. FIRE FUNDS... 2,731,183 13 7

The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 22nd June, 1900. [1872]

## NOTICE.

THE IMPERIAL MARINE INSUR-  
ANCE COMPANY, LIMITED.

(TEIKOKU KAISHA HOKEN KABUSHIKI  
KAISHA),  
TOKYO, JAPAN.

THIS Company's Name, Style and Address  
has, as from the 28th September, 1900, been  
CHANGED TO

THE IMPERIAL MARINE AND  
TRANSPORT INSURANCE  
COMPANY, LIMITED.

(TEIKOKU KAISHA HOKEN KABUSHIKI  
KAISHA),  
TOKYO, JAPAN.

The Company will in the future continue to  
do business here as heretofore and the Undersigned  
are as Agents for the Company prepared to  
ACCEPT all usual MARINE RISKS on  
Vessels and Cargo.

GEO. R. STEVENS & CO.,  
Agents for the

Imperial Marine & Transport Insurance Co., Ltd.  
Hongkong, 11th October, 1900. [2631]

## SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

SIEMSEN & CO.,  
Agents.

Hongkong, 16th May, 1892. [52]

AACHEN AND MUNICH FIRE IN-  
SURANCE COMPANY.

OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

REUTER, BRÜCKELMANN & CO.,  
Agents.

Hongkong, 21st April, 1897. [19]

SCOTTISH METROPOLITAN  
ASSURANCE CO.

The combined ACCIDENT and LIFE  
POLICY is the MOST ADVANTAGEOUS  
form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures  
the following:—

£2,000 in case of death by accident.  
£1,000 in case of natural death.  
£1,000 in case of permanent total disablement  
by accident.

£500 in case of partial total disablement by  
accident.  
£3 per week in case of temporary disablement  
by accident.

Accidents insured against for £4 and £2 per  
annum (£1,000 in case of death, by weekly pay-  
ments in case of injury).

For further Particulars apply to  
J. Y. V. VERNON,  
Agent.

Hongkong, 8th June, 1896. [174]

THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA.

INCORPORATED 1851.  
CAPITAL... £410,000.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

WM. MEYERINK & CO.,  
Agents.

Hongkong, 18th May, 1900. [1512]

"L'UNION"  
FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed  
GENERAL AGENT for the above  
Company, is prepared to ACCEPT RISKS  
at current rates.

Claims settled direct without reference to the  
Head Office.

A. R. MARTY,  
Agent.

Hongkong, 1st August, 1900. [1113]

SALAMANDER FIRE INSURANCE  
COMPANY.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

HOTZ, S. JACOB & CO.,  
Agents.

Hongkong, 2nd April, 1900. [1025]

TRANSATLANTIC FIRE INSUR-  
ANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

SIEMSEN & CO.,  
Agents.







## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

**THE Company's Steamship**

"ANPING MARU," Captain S. Atsuta, will be despatched for the above ports on WEDNESDAY, the 17th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd October, 1900. [1443]

FOR SHANGHAI.

**THE Steamship**

"LYEEMOON," Captain G. Hester, will be despatched for the above port on WEDNESDAY, the 17th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 12th October, 1900. [2038]

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND MANILA.

**THE Company's Steamship**

"SUNGKIANG," Captain Moore, will be despatched as above on THURSDAY, the 18th inst., at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th October, 1900. [2506]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

**STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, ROME AND TRIESTE.**

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, YEMEN and ADEN (Europe).)

THE Company's Steamship

**"MARQUIS BACQUEHEM,"** Captain A. Bluffier, will be despatched as above on THURSDAY, the 18th inst., at noon.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 12th October, 1900. [2384]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE.

**THE Company's Steamship**

"SILESIA," Captain P. Cragg, will leave for the above ports on FRIDAY, the 19th inst., at noon.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 13th October, 1900. [2570]

FOR PORTLAND, OREGON VIA JAPAN.

THE A.I. Steamship

"MONMOUTHSHIRE"

will be despatched on or about the 20th inst.

For Freight and Passage, apply to T. M. STEVENS &amp; CO., Agents.

Hongkong, 3rd October, 1900. [2570]

SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ANAPA"

will be despatched for the above port on or about the 20th October, 1900.

For Freight, apply to SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 25th September, 1900. [2407]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORNEAUX, ALGER.

PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 22nd October, 1900, at 1 P.M., the Company's Steamship "LAOS," Captain J. P. B. de la Roche, will leave for the above ports.

Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 21st October. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th October, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA"

Captain Moore, will be despatched as above on MONDAY, the 23rd November, at noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

S.A.B. Return Tickets issued by this Company to and from Australia are available for return passage to Hongkong and Japan.

For Freight and Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 5th October, 1900. [2582]

## VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.

Corvus (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.

Gaeric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.

THE Company's Steamship "DORIC"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 23rd October, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 28th September, 1900. [4]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG"

Captain Quill, will be despatched as above on TUESDAY, the 23rd inst.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 13th October, 1900. [2647]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHANGSHA"

Captain Moore, will be despatched as above on TUESDAY, the 23rd inst.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 13th October, 1900. [2585]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"GUTHRIE"

Captain McArthur, will be despatched for the above ports on FRIDAY, the 26th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions for the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 5th October, 1900. [2593]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA"

Captain Moore, will be despatched as above on MONDAY, the 24th November, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

S.A.B. Return Tickets issued by this Company to and from Australia are available for return passage to Hongkong and Japan.

For Freight and Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 5th October, 1900. [2582]

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

**THE Company's Steamship**

"AKASHI MARU," Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th October, 1900. [2524]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.

THE Twin-Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 30th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th October, 1900. [15]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "CARLISLE CITY" On 20th Nov. 3,002 Tons.

THE Steamship "CARLISLE CITY"

will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJO, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 5th October, 1900. [14]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL &amp; CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Nov. 8, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on THURSDAY, the 8th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

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For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [3]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the Vessels during their stay in Hongkong Harbour.

ADAMS, British str., McIntyre—East Asiatic Trading Co.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—From London, &amp;c., ex s.s. Oceana &amp; Peninsular. From Australia, ex s.s. Victoria. From Persian Gulf, ex s.s. Jeddah, Nasir, and Pemba.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 12th October, 1900. [1]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJO.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 8th October, 1900. [10]

## NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ATHESIA,"

Captain Brunst, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before the 15th instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN &amp; CO., Agents.

Hongkong, 12th October, 1900. [2645]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TANTALUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 20th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 23rd instant.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 12th October, 1900. [2646]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTONI UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BORMIDA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ &amp; CO., Agents.

Hongkong, 8th October, 1900. [7]&lt;/



**JOINT STOCK SHARES.**

Messrs. FALCONER & Co.'s Register, 13th Oct.  
 Barometer 0.4 M. 30.02 Therm. 0.4 M. (Wet bulb) 73  
 Barometer 1 P.M. 30.04 Therm. 1 P.M. (Wet bulb) 73  
 Barometer 4 P.M. — Therm. 4 P.M. (Wet bulb) —  
 Thermom. 0.4 M. 79 Therm. Maximum —  
 Thermom. 1 P.M. 81 Therm. Maximum over —  
 Thermom. 4 P.M. — night — 7

Monday,	15th,	11.00 A.M.
Monday,	15th,	11.00 A.M.
Monday,	15th,	3.00 P.M.
Monday,	15th,	3.00 P.M.
Monday,	15th,	3.00 P.M.
Monday,	15th,	4.00 P.M.
Tuesday,	16th,	9.30 A.M.
Tuesday,	16th,	11.00 A.M.
Tuesday,	16th,	5.00 P.M.
Wednesday,	17th,	
Registration .....		10.00
(Registration, with		
fee of 10 cents, up		
10.45 A.M.)		
Letters .....		11.00
Wednesday,	17th,	4.00 P.M.
Friday,	18th,	11.00 A.M.
Friday,	18th,	3.00 P.M.
Friday,	18th,	5.00 P.M.
Monday,	22nd,	
Circulars .....		8.00
Circulars .....		10.00

**HONGKONG TIDE TABLE.**  
15th to the 21st October, 1900.

HIGH WATER.				LOW WATER.			
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.	ft.	in.
Mon.	15	h. m. 0 19	ft. in. 5 0	h. m. 8 34	ft. in. 2 0		
Tues.	16	4 23 A 1 28	4 8	9 29 any low.	5 50 A 10 50		
Wed.	17	3 25	3 1	10 38	11 45 A		
Thurs.	18	4 8	4 0	11 45 A	0 18 A		
Fri.	19	5 1	3 11				
Sat.	20	6 21 A 0 57	3 3	10 46	0 06 A	1	0
		7 42 A 0 40	4 0	12 15	0 06 A	1	0
		7 49	3 10	1 25	1 1	1	0

	fee of 10¢ cents, 10.45 A.M.)
Papers .....	10.45 A.M.)
Letters .....	10.45 A.M.)
Tuesday, 23rd,	
Registration .....	10.45 A.M.)
(Registration, with fee of 10¢ cents, 10.45 A.M.)	
Letters .....	10.45 A.M.)
Tuesday, 23rd, 24,	
Wednesday, 24th,	
Registration .....	10.45 A.M.)
(Registration, with fee of 10¢ cents, 10.45 A.M.)	
Letters .....	10.45 A.M.)
Friday, 26th,	
Saturday, 27th,	
Circulars .....	10.45 A.M.)
Registration .....	10.45 A.M.)
(Registration, fee of 10¢ cents, 10.45 A.M.)	
Papers .....	10.45 A.M.)
Letters .....	10.45 A.M.)

VISITORS AT HOTELS.  
HONGKONG HOTEL.

Mr. J. H. Aitken  
Mrs. Angus  
Mrs. J. H. Ankrom  
Capt. and Mrs. Bancroft  
Mr. W. S. Bailey  
Mr. E. O. M. D. Bell  
Mr. E. G. Bellairs  
Dr. A. G. Beringer  
Dr. A. Boyan  
Mr. Black  
Mr. E. Bonner  
Capt. Brodgen R. A. M. C.  
Capt. & Mrs. Bruce  
Mr. Hart Buck  
Mr. C. M. G. Burnie  
Sul-Lieut. W. Cadman  
Mr. & Mrs. W. M. Castle  
Mr. W. J. Calvert  
Mr. D. H. Cameron  
Dr. & Mrs. F. Clarke  
Mr. J. B. Colson  
Mr. C. Crane  
Mr. P. C. Denrocho  
Mr. K. Dewar  
Mr. A. G. Diefotre  
Mr. C. A. M. Discombe  
Mr. C. G. E. Dutton  
Major and Mrs. Clement  
Drew  
Major Dorehill, B. E.  
Miss Druin  
Mr. W. S. Duff  
Capt. P. S. Dyson  
Mrs. D. Earle  
Mr. H. D. Esmail  
Mr. S. G. Evans  
Mr. C. Fay  
Mr. C. Fitzock, Jr.  
Mr. H. G. C. Fisher  
Mr. W. Fitzharding  
Mr. T. G. Harding  
Mr. L. A. Jongs  
Miss W. M. Giles  
Miss Giles  
Mr. C. Glover  
Capt. Goddard  
Mr. F. W. Hall  
Mr. & Mrs. A. Hatcher  
Mr. F. H. Hebbeltnwaite  
Mr. & Mrs. J. D. Howkins  
Mr. P. Hobden  
Mr. E. C. Howell  
Mr. Thos. Howard  
Lieut.-Col. H. Hughes  
Mrs. J. B. Jackson and  
child  
Mr. & Mrs. E. Keith  
Dr. & Mrs. J. W.  
Dr. & Mrs. F. King  
Major H. S. Kings  
Mr. E. Stanley  
ton  
Mr. H. R. Lewis  
Mr. & Mrs. L. A.  
Major R. W. Lewis  
R. E.  
Mr. & Mrs. W. M.  
Dr. I. Macaeffay  
Mr. G. A. Marq  
Dr. T. Masaki  
Mrs. E. E. McEl  
Mrs. E. F. Mortie  
Major C. F. Mow  
Mr. A. J. Mow  
Mr. & Mrs. J. J.  
Mr. W. J. New  
Mr. Van Nier  
Hon. R. D. O  
Mr. R. O  
Capt. S. G. O  
Lieut.-Col. P.  
Mrs. G. P.  
daughter  
Mr. Denton I  
Mr. W. H. P.  
Mr. L. R. B.  
Mr. S. J. Bo  
Mr. Rutherford  
Mr. H. Simm  
Mr. D. A. S.  
Mr. S. Somers  
Lieut. E. S.  
Kov. E. S.  
Mr. G. E. S.  
Mr. G. H. H.  
Mr. A. St  
Capt. E. J.  
Mr. Grigori  
servant  
Mr. & Mrs.  
Mr. R. Rose  
Mr. B. To  
Mrs. J. E.  
Dr. C. W.  
Mr. & Mrs.  
Mr. B. H. H.  
Mr. & M.  
Mr. M.  
Lieut. ar  
Mr. W. V.

Austrian Lloyd's steamer  
ore for this port on Thursday

Ben Line steamer *Benlarig*, fr  
Singapore on Thursday, the 11  
rt.

steamer *Goodwin*

**CLOSING QUOTATIONS.**

PASSED THE CANALS  
WARD—28th August.—Glen  
us, Adito, Claverley, Le Ch  
August.—Driemargher, Mer  
17th September.—Wittenberg  
shire, Aphanielien, Tenby  
member.—Yanthase, W  
Palmita, 14th Sept., Canv  
sa, Indrapura, Belle, Canv  
mind, 15th September.—Ar  
gery, Hannover.—Dion  
21st September.—Ching W  
—Bayera, Ching W, Guit  
—Nagadam, Siedlim, W  
September.—Tonkin, Inab  
Normania, 20 to 21 Octob  
nor, Banat, Cruton, Indr  
Endia.  
October.—Glasfarg, Ky  
October.—Stuttgart, Borde  
Solo, 12th October.—K  
Merionethshire, Aragonia.  
OMEWARD—4th September  
September.—Calcutta, W  
September.—Mogana, W  
Heinrich, 5th Octob  
ber.—Yarra, Jaga, Prom  
12th October.—Bendler

PASSENGER  
ARRIVED.  
For Margaria Baquchem,  
Tosc.  
For Triang, from Shan  
Mrs. Valentine and child  
Messrs. Nicholson and N  
H.B.M. Consul R.  
DEPARTED.  
For Bengal, from Shan  
Lava, for A

CHINA COAST METEOROLOGICAL REGISTER. 12th OCTOBER, P.M.

Colonel A. R. Frazer	and child
Mr. and Mrs. J. Kennedy	Mr. H. E. Pollock
Gibson and Child	Mr. E. F. Seaman
Colonel The Olderman	Mr. E. Bruce Shepherd
Mr. D. M. Graham	Mr. A. S. Simola
Major W. Waudby Gril-	Mr. Murray Stewart
lan, R.A.	Mr. G. L. Tonkin
Mr. J. Hays	Mr. Geo. H. Wheeler
Mr. Ed. E. Hill	Dr. Young
Colonel G. A. Hughes	
<b>CRAIGSBURN HOTEL.</b>	
Mrs. Arthur Anderson	Miss Gillespie
Miss Anderson	Rev. H. Goodman John-
Miss B. Anderson	son
Mr. James Anderson	Mr. John A. Ross
Mr. W. W. Crockett	Mr. Ernest Stovold
Mrs. A. Sherrae Deane	Consul Volpicelli
Mr. J. Gillespie	
<b>WAVELEY HOTEL</b>	
Mr. Anderson	Mr. Paul Lander
Mr. Bryson	Mr. C. E. Maigay
Rev. J. Carrington	Mr. L. Roberts
Mrs. T. H. Christie and	Mr. H. E. Spurge
child	Mr. F. E. Stovell and
Capt. W. Davy	child
Mrs. H. C. D. Frampton	Dr. J. C. Thomson
Rev. L. C. Hills	Mr. G. Williams
Mr. & Mrs. Keith and	
child	
<b>CONNAUGHT HOUSE.</b>	
Mr. J. Brownhill	Mrs. J. W. Kite
Mr. H. A. Burko	Mrs. J. M. Macie
Mr. J. G. G. G. G. G. G.	child

THE GERMAN MAIL.  
Mail steamer Sachsen

the China, for Shanghai, Messrs  
and S.A. Joseph, Miss Joseph  
Gregorovich, Donnetris, Mr. and  
for Nagasaki, Mr. and  
for Kobe, Messrs F. Ogura,  
to and W. Danby, for Yokohama,  
W. Butler, F.E. Hammond,  
Dubermy, Miss E. Dupermy and  
Honolulu, Rev. A.D. Dalard, C.  
Co., Messrs W.A. Dalard, C.  
St. John and Mr. John Winter,  
Mr. Josephine M. Nixley, for L.  
Mr. Anton Elias and infant  
Misses, Miss Grissell Elias, Miss  
Elias, Miss Guilermina Elias,  
Lilias, Bomulo Elias, Enrique  
Elias; for London, Mr. Leon A.

CARBOLINEUM-AYEN.  
USEFUL FOR OVER TWENTY

Thoroughly reliable preservative  
and Stone against White Ant  
Rot, and Damppness.

Sole Agents  
**LUTGENS EINHORN**  
Hongkong, 31st August, 1890.

**PORTLAND**  
**J.B. WHITE**

Sole Agents for  
**HOLLIDAY & CO.**  
Hongkong, 18th September,

PORTLAND CEMENT  
WHITE & BROS

Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot, and Dampness.

Sole Agents for China,  
**LUTGENS, EINSTMANN & CO.,**  
Hongkong, 31st August, 1897. [33]

10

10

BOARD AND RESIDENCE.  
MRS. GILLANDERS,  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [2457]  
BOARD AND RESIDENCE.  
COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
8, PADDER'S HILL.

Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY.  
"VERITAS,"  
BEACH ROAD WEST,  
FELIXSTOWE, SUFFOLK,  
ENGLAND. (2293)

Hongkong, 28th August, 1900.


MITSUI BUSSAN KAISHA  
No. 6, ICE HOUSE STREET, PRATA CENTRAL  
Head Office—TOKIO.

Branch Office — LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENCIES —

- Milko Coal Mines,
- Kanada Coal Mines,
- Hokoku Coal Mines,
- Yashimoto Coal Mines,
- Onnara Coal Mines,
- No. 1, Ohtani Coal Mines,
- Ichikura Coal Mines,
- Kishima Coal Mines,
- Yoshio Coal Mines,
- Yamato Coal Mines,
- Coal Mines.

Manofoa Co.,  
The Onaka Shosen Kaisha, Limited,  
Tokio Marine Insurance Co., Limited,  
Meiji Fire Insurance Co., Limited,  
Kaneagatachi Cotton Spinning Mills,  
Shanghai Cotton Spinning Mills,  
Tokio Cotton Shipping Mills,  
Milke Cotton Spinning Mills,  
Onoda Cement Company,  
Imperial Government Paper Mills,  
MITSUI BUSSAN KAISHA  
N. FUJII  
Ma  
Hongkong, 18th August, 1899.  
YOBARI AND SORACI  
COALS.

**HOKKAIDO TANKO TETSUI KAISHA.**  
**HOKKAIDO COLLIERY AND RAILWAY**  
 CAPITAL  ANNUAL PURCHASE  
 YEN 12,000,000 800,000  
**PORTS OF EXPORT—**  
 OTSUJI AND MURORAN,  
 THE celebrated Yubari and Sorachi  
 widely known as the best and most  
 pure Japanese Coals. The Coals are

[illegible]

RIES; pure, mellow, fragrant.  
Sole Agents for Hongkong.  
**F. BLACKHEAD &**

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**PURE.—NOURISHING.**  
**SEN'S BUTTER**  
with **PATENT OPENER**

EN'S PURE BUT

To be obtained at all Stores.

BE PUT OFF WITH ANY OTHER

ENGER'S

Gold Medal.  
Health Exhibitions,  
London.

**FOOD**

**ITS, INVALIDS, and THE**

**THE INDIAN MEDICAL RECORD, of October 16th, 1891**  
India, a large number of enterprising firms in England at-  
tend with so-called Foods for Infants and Children. It is re-  
ported that these various brands of doubtful virtue have ceased to ap-  
pear. We have pronounced their verities, and to-day we find BENGAL  
have brought the goods so perfectly brought about.

**NEFORD'S**  
Remedy for Acidity of the Stomach,  
Nausea, Indigestion, Sour Eructations,  
Bilious Affections.

**MAGNESIA**  
Sold Throughout the  
**ASK FOR DINNEFORD'S MAGNESIA**  
Distributed by ALFRED CUMMINGHAM for the Continent  
Road Central, City of Victoria, Hongkong.